

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY

COUNTRY East Germany REPORT

TOPIC Finsterwalde Airfield

EVALUATION

PLACE OBTAINED

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 11 June 1954

REFERENCES

PAGES ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

1. For the last time on 24 April 1954, an Il-10 took off from Finsterwalde airfield heading north. On the subsequent 1 days, only air activity by MiG-15s and MiG-15s was observed. The aircraft individually took off and practiced flying in the vicinity of the field. Some aircraft had their landing gears extended. On 8 May, a MiG-15 dived from an altitude of about 1,000 meters at an angle of 45 degrees and pulled out of dive about 400 meters above the ground. Subsequently, the aircraft climbed again while making 2 rolls to the right. On 6 May, 9 MiG-15s and MiG-15s were observed in front of the hangars. Sedan [redacted] proceeded to the field. 25X1
2. During the first days in May, air activity at the field was conducted only by MiG-15s or U-MiG-15s. [redacted] These aircraft were apparently employed for local flights up to 16 May. During the afternoon of 13 May and 15 May, source observed for the first time that practice flights in the vicinity of the field were made by Il-10s. 25X1
3. [redacted] a train [redacted] consisting of 4 coaches and 32 boxcars and flatcars moved from Finsterwalde to Grandia on 8 May. 25X1
1. Comment. On 26 April 1954, the first MiG-15s were observed at Finsterwalde airfield which is occupied by a ground attack regiment. The number of MiG-15s increased to 6 by 6 May, while the number of Il-10s continuously decreased. It is assumed that the ground attack regiment is being re-equipped with MiG-15s and that the pilots are being trained on MiG-15s. 25X1
25X1
2. Comment. The purpose of the rail shipment has not been determined. 25X1
25X1

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